

The Zeppelin Airship

In a retrospect of the year 1908 probably the most striking thing about the period will be the wonderful advance made in the sphere of aerial navigation. In no preceding period of equal length has one fraction of the accomplishments of 1908 been achieved. New records for distance, height and practically everything else were made, and feats performed which even one year previous would have been deemed the ravings of an unbalanced mind. More flights were made in every part of the world in every conceivable type of air-crafting machine and the public at large began to respect the prophecies of those who foretold a practical utilization of these strange birds of passage for sport, commerce and war. Apart from the worldwide sensational achievements of the Wright brothers, whose wonderful accomplishments on both sides of the Atlantic have been received with such acclaim, probably most interest attaches to the work in Germany of Count Zeppelin with an entirely different type of air vessel.

The Zeppelin airship is not an aeroplane like the Wrights' machines, but an airship combining the qualities of a balloon, yet unlike the latter in that it is dirigible. The Zeppelin was, and is—there have been several—a great cylindrical framework of aluminum, pointed at the ends and covered with linoleum. Inside a row of ordinary round balloons are inflated. Close beneath the cylindrical cigar-shaped body of the airship are suspended gondolas, which float on the water, often necessary when the ship is first launched from its shed on the waters of Lake Constance (where most of the flights have been held), or when alighting on the same body of water. The motors and propellers are well upon the sides of the so-called cigar, so that they push right in the line the body has to travel. By careful study Count Zeppelin has evolved a series of rudders and propellers, which enable him to go just where he wishes, thus realizing most remarkably the dream of an almost perfectly dirigible airship. The flight last August of this remarkable creation of the German scientist over the mountains of the German-Swiss frontier, heralded around the world, awoke the self-same world to the possibilities of airships of this kind. Even the wreck of the Zeppelin IV, meant nothing as concerns the merits of the machine, for the storm did most of the damage through the leakage of gas mingled with the air inside the aluminum. This mixture made a strong and powerful explosive, only ready for a spark of any kind to bring about the wreck. Had the Zeppelin been flying in the air at the time she might easily have been saved, for to airships air means safety, just as water of great depth does to steamships, which in shallow water are lost.

The wonderful performance of this particular Zeppelin was accomplished on August 4, the trip being from Lake Constance to Basel and Strassburg down the Rhine to Mayence, a distance of 250 miles. Automobiles which attempted to follow it were left far behind, so great was the speed of the airship. The accident which destroyed the machine occurred on the return trip, or, rather, while preparations were being made for the return from Mayence. Count Zeppelin had telegraphed for more cylinders, and was waiting for them when a small cyclone arose, which dashed the airship, held by soldiers, to the ground and destroyed it in conjunction with the explosions which came immediately afterward.

Throughout all Germany the loss of the wonderful machine was felt to be a national calamity, and messages of condolence and offering assistance

were sent in from every corner of the empire. Subscription lists were opened at once in Berlin, Bremen, Stuttgart and other towns and cities in Germany and Switzerland to provide funds for the construction of a successor to the lost airship. A check from the imperial councilors for \$125,000, an advance on the budget appropriated by the state for aeronautical experiments, was sent on to the count immediately.

Opinions on the part of experts in regard to the Zeppelin and its type of airships for practical war purposes following the accident were many and varied. Some felt that it showed the airship would be of value only as a fortress balloon, especially the rigid and semirigid type like the Zeppelin, the other German and French war balloons, in contrast to the collapsible kind (ordinary war balloons) heretofore used by the United States and other governments. All the latter can be deflated at once, which was not true of the destroyed Zeppelin or any of its predecessors or its successor, which have had an aluminum skin, which renders such a method of safety impossible. Many authorities took the other point of view and asserted that the accident to the Zeppelin was what might happen to any airship, and did not disprove the possibility and the probability of such machines becoming real factors in the wars of the future. Where an ordinary airship or balloon could be punctured when within gun range, the aluminum covering of machines like the Zeppelin would render such a possibility remote, especially from small arms.

Over \$1,000,000 were subscribed for the new Zeppelin, whose speedy construction was made possible through the undamaged condition of much of the machinery of the Zeppelin IV. The new airship made its initial appearance in October. It carried ten passengers and went through evolutions, which for speed and stability could not be surpassed. At an average height of 300 feet the machine went through these evolutions and attained a speed of about twenty-four miles an hour, traveling for over three hours. At the height of 1000 feet a wonderful exhibition was given, the craft turning to the right and left and then spinning completely around at an angle of 35 degrees. It raised its bow and its stern alternately, and made short, sharp dashes in any direction the engineer desired. It was a wonderful display of the absolute control of the machine.

Later in the same month the Kaiser's brother, Prince Henry, who visited this country, was a passenger and for a long time steered the machine. On this trip the airship stayed up seven hours. Twenty-five miles an hour, against the wind, were scored; on the return trip this was sent up to thirty. The successful trip enjoyed by Prince Henry induced the crown prince to fly, too, so in November last Frederick Wilhelm boarded the airship and sailed from Friedrichshafen to Donaueschingen, at Baden, where the Kaiser himself was met. The airship followed the imperial train into the town at an altitude of between 400 and 600 feet, the crown prince talking to his royal father through a megaphone and the Kaiser acknowledging this by waving his hand.

Last, but not least, the Kaiser himself decided to fly with Count Zeppelin. On the day scheduled one of his staff, much resembling the German ruler, did ascend, and the news was telegraphed all over the world that the Kaiser had gone up. This was afterwards proven to be an error, though there is a certainty that the indefatigable Emperor will be found one of these days flying in the Zeppelin, in which he has ever maintained the most thorough interest. This interest is so keen that largely through his own suggestion, following a report by the special commission appointed by the War Department, the German Government has purchased the Zeppelin. This

would seem to establish beyond question the opinion by eminent authorities in regard to the practicability for war purposes of this airship.

There can be no sweet without its bitter, and Count Zeppelin's record of a 12-hour flight with his destroyed craft was lost to him last fall when Major Gross' semirigid airship stayed in the air for thirteen hours. It marks a triumph for the German Army officers identified with aeronautics, among whom Major Gross, who designed the Parseval and new Parseval, has long been one of the most conspicuous members. Professor Schutte of the Technical University at Dantzig followed up the performance of Gross with an announcement of plans for a rigid airship which will exceed the Zeppelin in speed and carrying power. Wood instead of aluminum will be used on the Schutte machine. Two 150-horsepower gas motors will propel the ship.

Count Zeppelin, who has done so much for aeronautics, is 70 years old. He is a retired Army officer. At the age of 25 he was detailed as lieutenant of cavalry to observation duty with the Union Army in the Civil War. He accompanied the cavalry brigade commanded by Carl Schurz, and his first ascent was in a balloon sent up to investigate the Confederate lines. After the Austro-Prussian War and the Franco-Prussian War, in both of which he served with distinction, he was retired as a general. Then it was he began his investigations in aeronautics. Some interesting facts about his airship are, it can and has carried sixteen persons at one time; it is over 440 feet long and forty-five feet in diameter. Sixteen separate compartments hold the gas for supporting the airship. Blunt at the bow, it tapers to the stern, where the steering device is fixed. Underneath, two independent motors, each of 140-horsepower, are attached to separate platforms. Sleeping quarters for the crew are provided for, and the airship carries a wireless outfit. Such is the greatest airship of all times, the machine which will play an important part in any European war Germany may be involved in from this time forth, only instead of one, the German Army will have a fleet of similar machines led forth to battle by the Zeppelin itself.

DISTILLED WATER.

If one is to accept as correct everything that is written, even in medical journals, about the drinking of distilled water one must regard it as the best and purest water to drink, even possessing most potent curative properties, and a corrosive poison to the walls of the stomach.

That it is the purest water one can drink, if by pure is meant absolute freedom not only from bacteria and other disease producing organisms, but from the salts which all, even the softest natural water contains is unquestionably true; yet even distilled water, especially that distilled from sea water, may contain appreciable quantities of lime and magnesium salts and chlorine. Among the medicinal virtues formerly attributed to distilled water was the cure of goitre and it was said the habitual drinking of distilled water, or rain-water, would effect the gradual disappearance of the swelling in the neck even when the usual remedies, such as iodine, failed. This belief was a corollary of the theory that goitre was due to the drinking of lime-impregnated water.

A more general belief, and one that is held by many today, is that distilled water exerts a wonderful solvent action in the body, removing the excess of lime salts which tend to accumulate in persons of advancing years and to lead to calcification of the arteries and so bring about the degenerative changes characteristic of old age. This would be very comforting if it were true, for all could attain long life if nothing were required except to drink plenty of pure water. But the elixir of life is not so simple. The arterial changes of advancing age consist first in a fibrous thickening of the walls of the blood vessels, and it is only after these have become established that the lime deposits occur.

The buttermilk theory of Metchnikoff is more plausible, for drinking this does undoubtedly restrain in a measure the formation of intestinal poisons which are believed to play an important role in the fibrous thickening of the arteries. The other view, that distilled water dissolves the lining of the stomach, is even less tenable, for the month and stomach always contain mucus and other fluids upon which the water would act and dissolve out enough salts to prevent it working injury to the coats of the stomach.

We know little of the action of distilled water in the system. All that can be affirmed is that it is not injurious and may be recommended as a drink because of its freedom from disease-producing bacteria.—Youth's Companion.

FUTURITY.

My youth to me was like a lovely flower,
All flushed with crimson of its own delight,
Its flame-like petals poised as if for flight,
Ethereal child of changing sun and shower,
Of misty dawn and night.

My age to me is like a golden fruit
Whose equality and sweetness have been won
From earth's rough use—from alternating sun
And rain and that dark soil wherein my root
Invisibly has run.

My soul to me is like a ripening seed
Which holds the heart of all that went before—
The flame-like flower and golden fruit in store,
Close-sealed, secure, in large love and deed
To live and bloom once more.
—Helen A. Saxon in Appleton's for March.

The Vicar's Daughter—Papa's subject-to-night is to be "Love One Another." Shall we go, Henry?
Henry—No, dear. I think we had better stay at home and practise what your father is preaching.—Tit-Bits.

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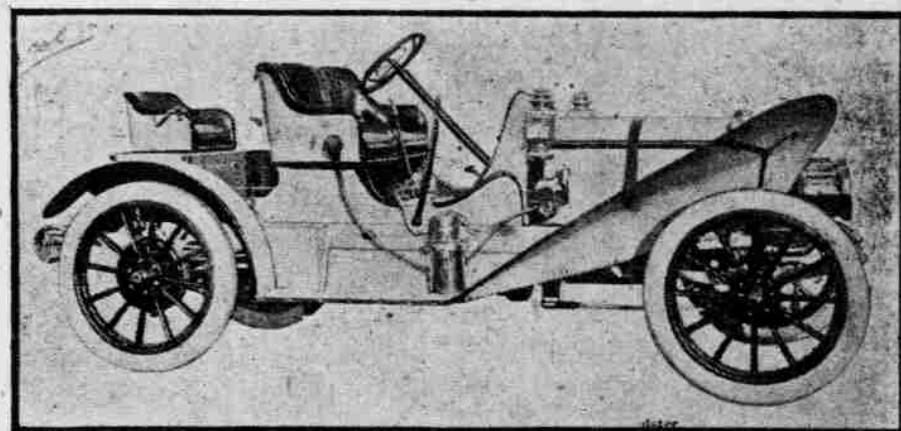
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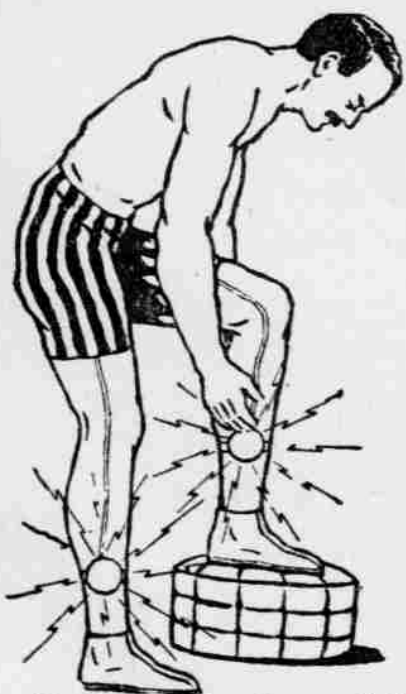
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DRUGS



You can't cure rheumatism with drugs. There's no use trying. Drugs, or rather poisons, will stop the pain for awhile by stupefying the nerves, but that does not remove the cause, so the pain comes back.

You know that rheumatism is caused by uric acid in the blood. There's only one thing on earth that can get at this uric acid and drive it out of your system. That's electricity. It soaks into every vein and tissue of the body and drives the poisonous acid through the circulation, back to the kidneys, which filter the blood of all impurities.

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There's a whole lot of know about applying electricity so that it will cure. I've spent a good many years learning how to use it successfully, and I give my patients the benefit of my knowledge.

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Electro-Vigor is not an electric belt. It never needs charging, for it makes its own power continuously.

No pain can exist in a body charged with electric life. You can have no rheumatism, no weakness, because the life generated by this grand force gives health and strength to every organ.

Your Electro-Vigor has cured me of rheumatism, cramps and general debility, and none of these troubles have returned since I stopped the treatment.

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